

**CLASSIFICATION**      **S-E-C-R-E-T**

**CENTRAL INTELLIGENCE AGENCY**

## REPORT

# INFORMATION REPORT

CC HQ.

**COUNTRY**

Germany

DATE DISTR. 26 Apr 11 1955

**SUBJECT**

## Rail Freight Statistics

NO. OF PAGES 2

**PLACE  
ACQUIRED**

NO. OF ENCLS.  
(LISTED BELOW)

DATE OF  
INFO.

SUPPLEMENT TO  
REPORT NO.

25X1

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all transit-worthy freight cars, which leave railroad repair shops after completed repair, are to be assembled into trains of homogeneous types of freight cars at specific railroad stations. On 1 February 1955, the reporting procedure for rolling stock was changed. Reports on rolling stock will henceforth be only made in writing. The Minister of Traffic will daily receive an over-all report on the rolling stock situation. <sup>1</sup>

2.

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RBD	Number of Freight Trains			Number of Soviet Interest Trains			Number of Major Train Delays			
	31 Jan	1 Feb	2 Feb	31 Jan	1 Feb	2 Feb	31 Jan	1 Feb	2 Feb	
Berlin	867	896	878	3	8	3	-	1	-	
Greifswald	393	426	420	1	-	-	1	-	2	
Schwerin	416	420	432	-	-	5	3	1	3	
Magdeburg	1,158	1,188	1,184	3	13	14	3	5	2	
Halle	1,553	1,549	1,549	-	-	-	7	4	5	
Erfurt	931	948	929	-	-	-	5	3	1	
Dresden	2,109	2,122	2,111	1	5	2	8	4	6	
Cottbus	1,063	1,151	1,120	6	6	3	6	10	8	
Total	8,490	8,700	8,623	14	32	27	33	28	27	

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a. Passenger train cars

Total	8,826	8,826
Park of operational cars	8,543	
of which:		
serviceable	7,606	
under repair	937	
Beyond repair	283	

b. Rolling stock of the Berlin S-Bahn (elevated train system)

Total	1,468
Serviceable	1,283
Under repair	185    3

4. On 1 January 1955, the total of railroad employees was 306,425 including 57,517 assigned to railroad repair shops. The authorized personnel strength was 306,868 and 57,658 respectively. 4 25X1

5. a. The Berlin - Schoeneweide railroad repair shop must discharge a total of 400 workers by 1 April 1955 in compliance with economy measures decreed by the SED Central Committee. The economy measures call for an average reduction of personnel strength of railroad repair shops by 20 percent. 5

b. All over the GDR, construction workers between 18 and 25 years old are being discharged by their employers. This measure is probably designed to induce the men involved to volunteer for service in the KVP. A protest of the Reichsbahn Bau-Union against this measure was rejected by the FDGB.

1. Comment. So far, information on the establishment of a reserve pool of transit-worthy freight cars has been received only from RBD Schwerin. The present report indicates that such reserve pools are to be formed in all of the existing RBDs. 25X1

2. Comment. The figures contained in this paragraph indicate normal operations 25X1

3. 25X1

4. Comment. the East German Railroads employed a total of 297,729 persons on 31 December 1953. 25X1

5. Comment. 25X1

The Berlin-Schoeneweide railroad repair shop has a personnel strength of from 1,800 to 2,000 men. A 20 percent reduction in the personnel strength of railroad repair shops appears too high.

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